







Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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EDITORIAL STAFF

Aaron IsaacsEditor
3816 Vincent Ave. So. Minneapolis, MN 55410
email: AaronMona@aol.com
Sandra Kay Bergman.Production Editor

CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

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193 Pennsylvania Avenue East
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Public Information
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A long time ago, a number of these former Great Northern ore cars, from early in the 20th century, found their way to California. Several survive on the Sierra Railroad, plus this one at the Niles Canyon Railway in the Bay Area.



The Colfax railroad Museum in Colfax, WI has assembled a good collection of former Soo Line equipment, including this coach and outside braced boxcar (above) and a GP30 riding on Alco FA trucks. They also own the town's Soo Line depot. Aaron Isaacs photos.

Front cover: Here's an intermodal cover for you. In October 1941, a westbound streetcar passes under the Washington Avenue viaduct, which advertises the Hiawathas and the Olympian. Upstairs, a Milwaukee Road 2-8-2 pauses during a switching move. Minneapolis Star-Journal photo, Minnesota Historical Society collection.

Inside front cover: Here it is, finally--a photo of MTM PCC #322 in service. It's eastbound on the St. Paul-Minneapolis line at the University of Minnesota's Coffman Union in the late 40s. This photo appeared in Interurbans #14, but MTM never had a good copy. Thanks to George Isaacs, his friend Fred W. Schneider sent us this copy. Dick Johnson photo.

BOARD APPROVES MTM REORGANIZATION

At its November 23rd meeting, the MTM Board of Directors passed the following resolution to reorganize the museum, printed here in its entirety.

Resolution

Subject: Resolution authorizing formation of independent affiliated museum corporations.

Whereas the Board of Directors find that the future well-being of the Museum's several exhibit sites will be served best if the operating divisions are reconstituted as independent non-profit corporations while maintaining affiliation with each other and with MTM Inc.; now therefore

Be It Resolved That (1) the MTM Reorganization Committee is directed to coordinate the preparation of articles of incorporation for each of the following divisions of the Museum in collaboration with the governing councils of the divisions listed below and with Museum legal counsel:

Traction Division

Railroad Division

Jackson Street Roundhouse

That (2) the Museum of Lake Minnetonka shall be considered a related corporation and the Museum of Lake Minnetonka will make the necessary changes in their articles of incorporation that are consistent in purpose to the other corporations; and further

That (3) the division superintendents, division finance officers and division secretaries will be the interim directors of the new affiliated museum corporations unless the councils designate others; and further

That (4) upon acceptance of the incorporation documents by the respective division councils and by museum legal counsel, the MTM reorganization committee will effect the filings for incorporation with the Minnesota Secretary of State; and further

That (5) upon filing the incorporation documents, the MTM reorganization committee will request necessary approval from the Minnesota Attorney General; and further

That (6) upon filing the incorporation documents, the MTM reorganization committee will assist the new corporations in filing for 501 c 3 status with the IRS; and further

That (7) the reorganization committee will obtain insurance bids whereby the new museum corporations can evaluate insurance options; and further

That (8) MTM shall convey to the respective new affiliated museum corporations at no cost those assets and liabilities which are appropriate to the fulfillment of each corporation's mission; and further

That (9) such conveyance will be finalized with all due haste following approval of the Minnesota Attorney General and the establishment of the new affiliated corporations; and further

That (10) the Board of Directors of the Minnesota Transportation Museum, Inc., shall consist of one director appointed by each of the four affiliated corporations who are not members of the appointing affiliate boards, plus three (3) directors whom the MTM membership shall elect and who shall not concurrently serve as directors of the affiliated corporations; and further

That (11) Board of Directors of the Minnesota Transportation Museum, Inc., shall appoint a single director to the boards of each respective affiliated corporation who shall not also serve concurrently as directors of MTM, Inc.

What the reorganization would do

The resolution would create independent corporations of MTM's four main operating divisions: Lake Minnetonka, Como-Harriet, Osceola & St Croix Railroad and Jackson Street Roundhouse. The new corporations would remain affiliated with each other by exchanging directors on each others' boards. Each new organization would continue to be responsible for its own programming, operations and financial management much as it does at present. The new corporations would continue to share such programs as insurance, membership, the Minnegazette and public information services through MTM, Inc., and would continue to display the MTM logo at exhibit sites.

The advantage of this arrangement would be that if a catastrophic accident happened at one of the exhibit sites, the other sites would be protected from liability. Each operation would be free

to make its own decisions as to program and spending priorities. In some instances, being independent could make it easier for an exhibit site to attract new donor capital. Independence will help to simplify the finance and accounting function which has grown highly complex in recent years. It will reduce the potential for conflicts among the operating sites.

At the same time, there is regret at the possibility of breaking up Museum which has provided an association for those local groups interested in preserving historic surface public transportation. Some have voiced concern that operating costs could rise for some of the operating divisions if expenses for administration, insurance and other services are not fully shared among the divisions.

Why the change?

Art Pew has informed the MTM Board that he can no longer subsidize the Jackson Street Roundhouse, as he has since it began.

*The proponents of the change fear that without Art's donations, Jackson Street won't be financially viable and the loss of revenue will bring down the entire museum, because the museum is collectively responsible for all debts. They argue that the other divisions are financially viable by themselves, but not if they must support Jackson Street.

* The proponents believe that the divisions will be better able to manage their affairs if they own the artifacts and control their own finances.

* The proponents believe this new structure will reduce or eliminate conflicts between the divisions.

Does the entire Board support the change?

No. The vote to approve the reorganization was 8-5. The supporters represent Jackson Street, Traction and Steamboat. Those voting against represent Railroad and Classic Bus.

* Those voting against feel this reorganization pits Jackson Street Roundhouse against the Railroad Division for control of the roundhouse facility.

* Those voting against feel their operating expenses will rise under this new structure.

* Those voting against feel that MTM should remain one unified organization, as it always has been.

Membership meeting set

The MTM bylaws provide for a membership meeting at the request of

Leave
A LEGACY



at least 50 members. Such a meeting may overturn an action of the Board. Board members who voted against the resolution have gathered a sufficient number of members to request this meeting. It will be held on Tuesday January 4th at 7 PM at Jackson Street Roundhouse.

TRACTION REPORT

- Louis Hoffman

TEA-21 work finally ready to start

After years of planning and fundraising, the long-awaited reconstruction and extension of the Como-Harriet Streetcar Line is slated to start late winter or early spring, once the ground thaws and the snow subsides. The project drawings were sent to MnDOT in early October and a final meeting was scheduled with the State Historic Preservation Office of the Minnesota Historical Society (because CHSL is on the National Register of Historic Places). The all-important Project Memorandum, which satisfies all the bureaucratic requirements surrounding the grant, was completed and blessed by MnDOT on November

11th. The plan is to advertise for bids in December and open bids in January - and hope that bids came in low enough to do all that we hope to do. We plan to start service as scheduled in May. Expect that part of the summer will be occupied with cleanup and fine tuning.

Rather than attempting to analyze the structural strength of the old bridge deck at the Lake Harriet pedestrian underpass, the City of Minneapolis has agreed to reconstruct the bridge superstructure and repair cracks in the concrete abutments. The City will pay for the additional design and construction costs; Museum forces will reconstruct the track structure over the new bridge deck.

Jim Vaitkunas, Keith Anderson and Aaron Isaacs have dealt with MnDOT and consultant SRF to keep this project on track.

The Chalet Station and Lowry Meadow

Despite the difficulty of working with federal dollars and government bureaucrats, programs such as TEA-21 give small museums like ours a rare opportunity to leverage our limited resources into real money that can make a big difference. For that reason, and

with the application period for TEA-21 money about to reopen, we're working with the Minneapolis Park and Recreation Board on a new grant application. The details are far from certain. But it could include carbarn expansion and installation of a fire suppression system, a reproduction of the Chalet Station with expanded exhibit and merchandise space and possibly a coffee shop, the construction of an exhibit carbarn at Lake Calhoun with event space, a short branch across what is now the archery range to the new Lake Calhoun gateway, and the restoration of Mesaba Electric No. 10 as a parlor dining car for charter and special events. We're meeting with Park Board staff to plan a presentation to the Park Board the goal of which would be to authorize Park Board staff to seek TEA-21 and other funding. Our hope is that the local match and engineering would be provided by the Park Board. Stay tuned for details.

Tractioneer Notes

Jim Vaitkunas, who has served as General Superintendent since January

PCC #322 glides through the fall colors at Cottage City. Bill Graham photo.





After some experimenting last year, the Excelsior Halloween Trolley hit its stride this year. Wendy Dunham photos.



1999, announced his retirement at the end of the year. Jim served through many tumultuous years dealing with The Campaign for Como-Harriet fundraising effort, the TEA-21 project and its attendant engineering work, and the assimilation of the Excelsior Streetcar Line among others. He leaves behind (not that he's going anywhere!) two well-run streetcar lines and the Traction Division's volunteers thank him for a job well done. Jim will

assume the duties of Superintendent of Transportation and will continue to publish the Currents, the Traction Division newsletter. This, of course, means that the Traction Division will need a new General Superintendent. Any volunteers?

Charlie McCarthy, a long-time Traction Division volunteer and foreman who has been a fixture at Como-Harriet and for the last few years at Excelsior, is moving to Portland,

Oregon. Thanks, Charlie, for your many years of dedicated service.

Students win History Day award with streetcar project

Juan Cisneros and **Kong Yang**, students at the W. Harry Davis Academy in Minneapolis, won the junior group exhibit award as part of the Minnesota Historical Society's National History Day competition for their exhibit entitled "Exploring Mass Transit: Streetcars in the Twin Cities." Thanks to **Aaron Isaacs** and **Russ Olson** for helping.

CERA coming in May

Having successfully traveled to Russia and the Baltic states last May, the Chicago-based Central Electric Railfans Association, the nation's pre-eminent traction history group, will visit the Twin Cities over Memorial Day weekend 2005. They'll tour the Hiawatha Line, including the Operations and Maintenance Base, on Friday. CERA's monthly meeting will be held at the Marriott Courtyard Inn at the Milwaukee Road Depot in Minneapolis that evening and will feature a **George and Aaron Isaacs** overview of Twin Cities transit past and present. On Saturday, the group will visit the Como-Harriet and Excelsior Streetcar Lines and the Minnehaha on before heading south to Iowa's traction museums. Member **Steve Legler** is coordinating the visit.

Recent donations

Paul Jahnke has donated his father's motorman's case. The elder Jahnke, also named Paul, was a TCRT motorman from 1915 to 1954, retiring a few years later as a bus driver. He built himself a wooden case with brass corners, and used it to carry his thermos, lunch and company paperwork. It contains his changer, bus schedules from the 1950s, and a variety of company papers and forms. Among them is a card with the TCRT instructions on running PCC cars, not previously seen. This is quite an artifact and will be displayed intact.

Robert D. Morse of Mundelein, IL has donated a group of great streetcar photos taken by commercial photographer Norton & Peel. Several appear in this issue (see page__).

Harold Dalland has donated a most unusual artifact, a copy of the 400+ page book "Street Railways, Their Construction, Operation and Maintenance". It was written for North America's largest streetcar builder, the

J. G. Brill Company, in 1892 by Street Railway Journal Editor C. B. Fairchild. It is loaded with illustrations and covers every aspect of street railways, including horsecars, cable cars, elevated railways and inclines. What makes it of special interest to MTM is that it was a gift to Calvin G. Goodrich, Tom Lowry's brother in law, who assumed the company presidency upon Lowry's death. Goodrich's name is embossed in gold lettering on the cover.

Engineering Department Update

Much work has been done - and is planned to be done - on the overhead wire at both Como-Harriet and Excelsior. The work at Excelsior was necessitated by the introduction to service of gate car No. 1239. Substantially bigger - and taller - than single-trucker No. 78, the overhead, especially in the car barn yard, drooped dangerously low. No. 1239 was held out of service until the problem could be fixed and special rules were placed on the operation of No. 78 to prevent problems. Many thanks to those who worked on overhead wire repairs at Excelsior including **Ken Albrecht, Tom Fairbairn, Scott Heiderich, Mike Miller, Carl Wessel, and Jim Willmore.**

Traction Division volunteers will be responsible for constructing the extension of the overhead wire at the north end of the Como-Harriet line and for general adjustment along the entire line after the track contractor completes the reconstruction and extension. This, hopefully, will be in April. We'll need a lot of people for this work to get it done both quickly and well so the line is prepared for training in mid-May and an early-May start of public operations. Materials and tools for this critical work are already being marshaled. We'll need eight to ten willing workers and will be conducting the College of Overhead Wire Knowledge in early 2005 to prepare them. It'll be one or two sessions of six to eight hours, depending on the students' preferences. If you're interested, please contact **Jim Vaitkunas** at 952-688-7255.

Mechanical Department Update

No. 1239, after a number of test runs and at least one revenue test run, was formally dedicated and returned to service in Excelsior on September 11. See Bill Graham's Excelsior Report for details of No. 1239's restoration, dedication, and return to service.

Work on Winona No. 10 at the Excelsior Car barn continues, hampered by a shortage of cash. The steel

underframe is slated for sandblasting. Parts for the fold-down steps and the seats have been purchased. As rough castings, they'll need to be finished and machined. We'll also be talking with the Gomaco Trolley Company in Ida Grove, Iowa, makers of beautiful "heritage trolleys," about the possibility of hiring Gomaco to manufacture a replica of a St. Louis Car Company No. 46 truck. Many thanks again to the National Railway Historical Society for its generous \$2,000 grant. Would any members care to try to match that grant?

Linden Hills Shops crews will cast additional brake shoes for No. 265 to replace the worn shoes installed several years ago and to provide a small stock for future needs.

This winter at Linden Hills will see work on No. 322's brakes to improve the car's overall braking performance. This will involve overhauling and reactivating the magnetic track brakes. We'll first install two sets of used magnetic track brakes and install them while the current inoperable set are overhauled for use as spares.

Finally, the ongoing restoration of No. 1300 will continue with removal of the wood siding on the rear, needlescoring the steel as needed, and repairing or replacing structural members as needed. We'll manufacture new wood siding boards and repaint the rear end of the car. Seat restoration will continue. Seat bottoms are nearly complete; work will continue with seat backs this winter.

Passenger Traffic Department Update

The historically unseasonable weather - a wet May, a cool June, and that nasty cold streak in August - along with an early start to many metro area schools, took a bite out of ridership. Fortunately, our fare increase, well-received by passengers, increased charters, and increased souvenir sales, eased the blow. Also a bright spot was the heavy ridership on September 19 for "Lake Harriet Live," the day of music when the rehabbed Lake Harriet Bandshell was reopened. The strong September ridership is a clear indication of how closely related

ridership is to weather. After a cool and wet summer, we enjoyed a beautiful September. The month's highlight was "Lake Harriet Live" on September 19 when we carried 1,012 passengers, 813 of them boarding with tokens. And Halloween ridership was strong. Despite rain on the first night and a cloudburst on the second, ridership rebounded strongly. Overall ridership and token revenue was lower than 2003's record. But the addition of souvenir items (glow-in-the-dark long-sleeve t-shirts and glow sticks) compensated for the loss of revenue.

	Passengers	Tokens	Charters	Passengers	Total
May	4,446	3,112	13	343	4,78
June	7,979	5,395	15	572	8,551
July	8,412	6,319	13	755	9,167
August	5,931	4,556	8	273	6,204
September	4,040	3,130	4	117	4,157
October	1,149	892	0	0	1,149
Halloween	<u>2,060</u>	<u>1,961</u>	<u>0</u>	<u>0</u>	<u>2,060</u>
Total	35,505	25,365	53	2,060	37,565

The statistics through October 31 are in the box above. Here are some details of the Halloween Ghost Trolley

	Passengers	Tokens
Thursday	159	146
Friday	597	576
Saturday	845	814
Sunday	<u>459</u>	<u>425</u>
Total	2,060	1,961

A brief update on the directional and informational signs. Three will be installed to guide motorists to both the Como-Harriet and Excelsior Streetcar Lines. The Como-Harriet signs will guide motorists from West 39th Street (westbound traffic only) and Sheridan Avenue South. The Excelsior signs will guide motorists from the east exiting from Highway 7 and those on Oak Street (County Road 19). Unfortunately, we don't meet MnDOT's criteria to install brown historic site signs on Highway 7 for the Excelsior Streetcar Line. Thanks to the Cities of Excelsior (especially Assistant City Clerk **Cheri Johnson**) and Minneapolis (especially Mayor **R. T. Rybak** and **Dennis Morris**) for their cooperation and to our graphic designers, **Bill and Linda Lundborg** for their classic design. These signs, along with new informational platform signs with updated contact and schedule information, will be installed next spring before service starts.

Transportation Department Update

With his retirement as General Superintendent, **Jim Vaitkunas** will assume the duties of Superintendent of Transportation, replacing **John Kennedy**. Jim will oversee the crew callers, production of the monthly schedules, crew rosters, and bulletins, and will continue to produce *Currents*, the Traction Division's monthly newsletter.

Excelsior Streetcar Line Update

- **Bill Graham**

Excelsior Ghost Trolley Did Well

The Excelsior Historical Society sponsored its first Halloween spooking event in collaboration with MTM's Excelsior Streetcar Line. The Society decorated its former Minneapolis & St. Louis Railway depot at Water Street in Excelsior for Halloween, where guests also could board MTM's car 1239 for a ride down our haunted streetcar line. The Society set up tableaux along our track showing a cemetery, a wolf pack and other spooks of both the plywood and 'living' variety. Around 730 people visited the event on Friday and Saturday nights.

Society members in costumes greeted guests led by **Don and Francie Douglass** who served as meeters and greeters. Wearing outfits that looked like the Ghost of Christmas Past, they rode the car to point out the scenes as they passed, joked with younger kids and maintained a leitmotif throughout. Thanks to **Suellen Douglas** for coordinating the event on behalf of the Excelsior Historical Society.

Members of the Minnetonka High School cross country track team also volunteered to act as spooks on board the car and around the boarding platform. The kids put in long hours and did an excellent job of engaging with passengers in funny and appropriate ways. Thanks to their coach, **Chris Cohen**, for encouraging the kids to volunteer.

Museum member **Bruce Kobs** coordinated the streetcar operation, while members **Bob Johnson**, **Wendy Dunham** and **Bill Graham** took turns operating 1239. The Tuesday Guys, **Jim Willmore**, **Ken Albrecht**, **Tom Fairbairn**, **Neil Howes**, **Dave Aune**, **Jerry Olson** and **Keith Lindbergh**, get a special thanks for installing auxiliary lights under both ends of car 1239. The lights are well concealed while permitting safe operation after dark.

Special thanks to **Jackie Irey** and **Mark Olson-Carr** for helping with costumes and make-up at the Lake Harriet Ghost Trolley this year. Thanks, too, to **Karen Digre**, **Breanna Olson**, **Peter Anderson**, **Greg Stephens**, **Matt Schaak**, and **Chris Gurley** who volunteered to act as spooks for this year's ghost trolley event.

RAILROAD REPORT

-**Dick Kolter**

The 2004 operating season for the Railroad Division has been completed quite successfully. The on time record was very good and there weren't any serious problems or breakdowns. The number of passengers was up, as was the net revenue. Final revenue figures won't be known for a while, but it appears that there won't be any concern about having enough money to get through the winter. Public interest in the trains serving food continued an upward trend seen during the previous season.

At Jackson Street This Summer

Some of the railroad's equipment spent the summer at the roundhouse. As reported earlier, the GN1096 coach had extensive body work done and new windows installed. Painting is done and some interior floor work is being completed. It is about ready to go and will for sure be ready by the start of the 2005 season.

The SD9 locomotive BN6234 had major electrical work done earlier in the year and now only some brake work remains on the mechanical repair list. Cosmetically the exterior has been gone over very carefully and the dents and rust have been removed. The most extensive rust deterioration was found around the battery box. It is hoped that the unit can be sandblasted and painted before the end of the year. It will be going to Osceola in 2005.

Caboose SOO31 remained at Jackson Street this summer to have its rusty roof repaired. Originally the roof was a galvanized metal. Over time almost all of the galvanizing deteriorated leaving a rust coating. The metal remained in good condition so just an intensive rust removal effort and a rust proof coating will take care of the problem. A few years ago some of the windows were replaced in this caboose and now the replacement of more of them is being considered.

A coach that has been stored for years at the roundhouse is CB&Q 598. Recently the Railroad Division's long

range planning group surveyed all of the equipment we own with the intention of determining which units we could use in our operation. It was decided that this coach would fit in well with our overall operating plan and we have the ability to restore it to operating condition in a reasonable time. This summer work was started on the restoration. There is much rust to repair and the windows will have to be replaced, a project similar to what has just been done on 1096. The car, built by Pullman Standard in the late forties, was a NP North Coast Limited coach. The reason it is a CB&Q car in NP colors is that the North Coast Limited ran part of its daily trip on the CB&Q and the two railroads had a sharing of ownership agreement for the equipment used on the train. **Jon VanNiewaal** is the project leader.

Arriving at Jackson Street late in the season was an SW1 locomotive that was formerly used at a Minneapolis grain elevator and is now being given to MTM. This engine was owned by a subsidiary of Independent Locomotive Services and was donated by them. It is a 1940's era switch engine, like the 3110 that we now use at the roundhouse for caboose rides. No decision has yet been made on how it will be used or displayed. A mechanical evaluation will be done sometime this winter.

Volunteer **Rollie Fostner** has been working on the building itself. Here paired 36 broken windows on west end of the roundhouse, and furnished the 16x16 inch panes of glass by himself.

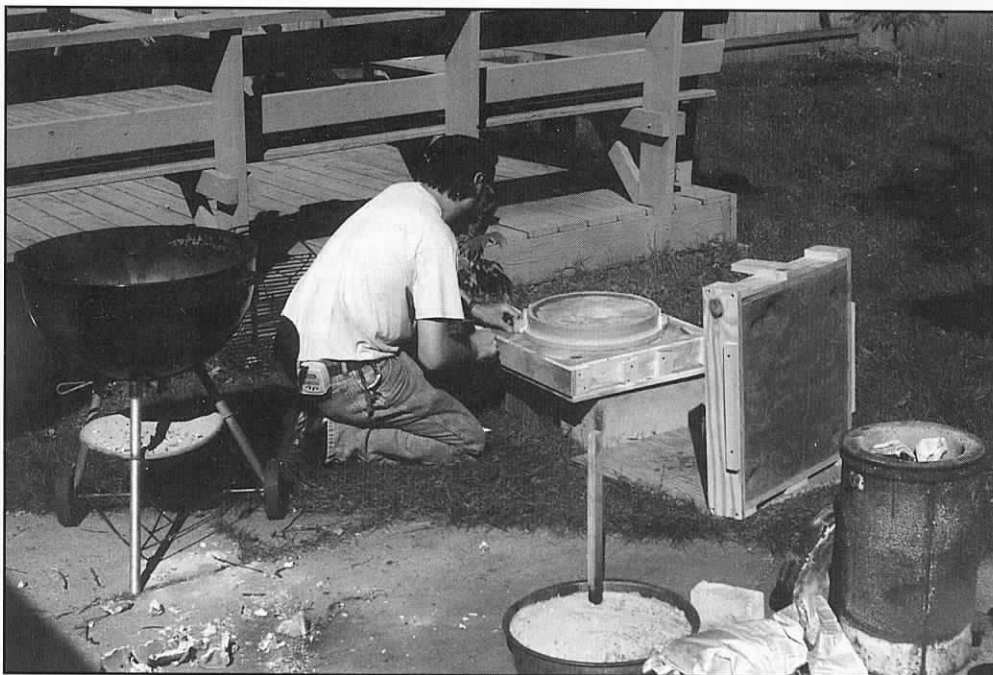
Food was popular

Right up to the end of the season the brunch and dinner trains continued to be popular attractions. Some trains were even sold out. For next season consideration is being given to making a temporary conversion of one coach to a combined table car and parlor car. Using this car with the A-11 on the food trains will allow for more flexibility and will provide more space. In the near future the railroad will be getting at least three more coaches that could possibly be converted for this use also.

Although it may be a couple of years away, we have been offered the use of a combination diner and coach car that would fit well with the food operation. Round end, ex Great Northern, observation car #1195 will also be arriving in the next few months. This car will be donated by a group of members who are purchasing it and preparing in for movement to



After spending many years at the arsenal in primer paint, Great Northern parlor car Twin Ports wears the green and orange once again. Craig Pettigrew casts an aluminum headlight bezel for Lackawanna coach #2232. Both Eric Hopp photos.



Minnesota. Also, as reported earlier, the two coaches from New Jersey will probably arrive some time this winter.

Needed - More Seats

The busiest time of the year for the Railroad Division at Osceola is always in the fall when the leaves are changing colors. This year was no exception. Every year at this time we have to

worry a little that we won't have enough seats for all of the people who may show up for a train ride. With coach 1096 out of service it made the potential problem even more acute. A little creative thinking and an adjustment of the schedule took care of the potential problem quite satisfactorily.

It is known that the 1:00 P. M. trip to Dresser usually does not fill up, so if an

additional westbound trip to Marine could be substituted, many more choice seats would be available to fill. But there isn't enough time in the schedule to run a Marine trip at the usual Dresser trip time. The solution was to put a locomotive on both ends of the train and thus avoid the time necessary to run the engine around at the end of the line. At this time of the year we often do use two locomotives so there was no real additional operational expense. We did this for three weekends and maintained a good on time record.

The creative thinking for the Marine trips did not forget the Dresser trip, however. One coach was kept from the regular train and together with the third engine, 3110, and another small crew, the Dresser run was on schedule. The crew for this "extra" was called later and only made the one trip. Crew personnel were easily found to work this short shift. These adjustments of the schedule seemed to work quite well, and were fun for the crews, so it is quite likely that the procedure will be used again in the future.

Railroad Division Annual Meeting

The railroad's annual business meeting was held at the roundhouse on November 13. There was an election for



To better handle the huge fall colors passenger loads, the Marine train made three daily trips instead of two. That was possible by placing a locomotive at each end to avoid the delay of running the engine around the train. The Dresser trip ran as a separate train with a one-car consist behind Andersen Windows SWI #3110, at left. Dick Heine photo.



Food service has clearly added to the passenger count and revenues in recent years. The interior of GN business car #A-11 is set up for buffet service. Dick Heine photo.

two positions on the board of directors, which found **John Lind** being re-elected to a second term on the board. **Bill Pfannes** was elected to replace **John Oliver** who could not run again because he had reached the term limit. Board members are elected for a three-year term. The superintendent is elected annually and **Dick Kolter** was re-elected to that position. Several reports on the years activities were presented. Although the fiscal year was not yet over at the time of the meeting, it was reported that revenue for the year was running well above that of the previous year, and that the season's passenger count was about one thousand greater.

MTM WEBSITE UPDATE

-Dan Lamatsch

Now that the MTM 2004 operating season is nearly over, I thought it time to visit the webstats for www.mtmuseum.org and its subdomains, www.trainride.org and www.trolleyride.org from April to October. Basic summation is this: August had the highest visits I've seen since I've looked at the webstats, an average of 336 daily visits, closely followed by July with 334. October so far is 283 average daily visits. Remember, we want to count visits, not 'hits'; a visit is a unique user, a visitor can make 'hits' to whole different parts of the website in their single visit. Read on for general specifics for April through October:

April: 266 daily average visits.

May: 258 daily average visits.

June: 326 daily average visits. Railroad did some specific marketing at this time to 9000 email addresses.

July: 334 daily average visits. 16% of visitors made a direct entry to www.mtmuseum.org, meaning they weren't referred by Google, etc. The user typed in the exact URL of www.mtmuseum.org OR the user had it bookmarked. 17% were referred. 10% went directly to www.trainride.org. None to www.trolleyride.org. The Railroad Division did some radio, TV, and newspaper advertising efforts during this time period.

August: 336 daily average visits. 17% of visitors made a direct entry to www.mtmuseum.org. 9% were referred. 8% went directly to www.trainride.org. 0.02% to www.trolleyride.org. Railroad did emails to 9000 email addresses at this time.

September: September 21-29, the stats server was offline, so I'm assuming it's slightly higher than 187 for September, which is the number I currently see. My reasoning for the previous statement is Railroad did a bunch of newspaper as well as radio auctions with high profile media properties in the Twin Cities, and the Osceola & St. Croix Valley had a huge online ticket purchase response from it, so I'd bet we were somewhere around 250 visits a day, taking those factors into consideration. Railroad also did emails to 9000 email addresses at this time. 16% of visitors made a direct entry to www.mtmuseum.org; meaning, they weren't referred by Google, etc. The user typed in the exact URL of www.mtmuseum.org. 17% were referred. 10% went directly to www.trainride.org. None to www.trolleyride.org.

October: 283 daily average visits. The majority of the visits were earlier in the month, specifically the first two weeks. This is most likely since the weather was beautiful and being the autumn, many people associate that with their annual trip to one of MTM's venues. October 9 saw 406 visitors. All days prior and shortly thereafter were 320+ visitors. Railroad's radio and newspaper buys continued during that time period. Railroad sent emails to 9000 email addresses at this time to increase ticket purchase response.

Bottom line, we're getting very very good website traffic, from what I can tell if my math is correct, up about 70% across the board from last year during the same period, July - October. www.trainride.org got a lot of visibility and use. www.trolleyride.org could see some increased promotional pushing, but it IS being used by some visitors.

PUSH THE WEBSITE -- IT WORKS, IT'S TOTALLY FREE, and MTM does not pay one cent for the hosting or the administration to the website.

As always, send me an email or give me a call if you want to chat any further...Thanks!

Great Northern observation car #1195 has been purchased with member donations. It was built for Seattle-Vancouver service. Eric Hopp photo.

DINING BY LIGHT RAIL - BAJA RIVERSIDE GRILL

- Louis Hoffman

The best part of summer dining at the Baja Riverside Grill is the second-floor deck overlooking the Cedar-Riverside LRT Station. The first thing that the observant railfan will note, at least midday with ten minute headways, is that shortly after a northbound train leaves the station, you should expect a southbound. You'll hear the bells and see the gates go down before you note the yellow of the northbound LRV through the deck's fencing. After doing its business at the station, it glides northward. Soon enough, a second set of bells, down go the gates, and in rolls the southbound. Even inside, if you're sitting in the right place, you notice the regular passage of trains.

The menu has a few Mexican American items and sandwiches. But don't go thinking of a Mexican feast. Go to East Lake Street or St. Paul's West Side for that. The Mexican food is

passable, although some of us thought it better than others. The enchiladas are not terribly good (those with meat are much better, especially with a little salsa to spice them up) but the tortilla soup is actually quite delectable. Better choices are the hearty sandwiches. I sampled the teriyaki chicken sandwich. We also had the Cajun chicken (but beware of the heat), the Mexican-style steak sandwich, and a hamburger that's especially tasty with the blue cheese option. All are served with seasoned fries.

The Baja Riverside Grill is located at the Hiawatha Line's Cedar-Riverside Station. You can also take Metro Transit bus routes 2 and 7 (walk from Cedar and Riverside Avenues), 16 and 50 (walk from Cedar and Washington Avenues), and 19 (walk from Cedar and South 6th Street). If you must drive, exit I-94 at Cedar Avenue (westbound only), go north to South 6th Street, turn left (west), and it's on your right at the end of the street. There's a parking lot behind the building.





On August 4th, Gabe Jabour took MTMers Keith Anderson, Dave Kettering and Bill Graham out on the lake to rendezvous with Minnehaha. Purser Kerm Stake waves back. Bill Graham photos.



THE DAY THE STREETCARS STOPPED RUNNING

-George Isaacs

In the St. Paul Pioneer Press of November 10, 1940 the weather prediction for November 11th was given as: Eastern Minnesota- Warm, Fair, Calm. This was not the weather that greeted MTM member Charles Camitsch as he left his house for his job as auxiliary operator at TCRT's steam power plant in southeast Minneapolis. The following is my edited interview with Charles, who is now 88, at his home on the east side of St. Paul.

CC: I started out in the steam plant on 6th Avenue SE, on the Mississippi, by the University of Minnesota. I was working as a station auxiliary operator and electrician. There were three shifts— 3 to 11, 11 to 7 and 7 to 3.

GI: When did you start there and when did you finish?

CC: I started on February 1, 1937 and I ended there when they were taking the lower dam station apart, the hydro-electric dam. They said that Northern States was going to take over the power and that was when I decided to retire.

GI: That was about 1952-53?

CC: Yah.

GI: Please describe the 1940 Armistice Day blizzard. Where did you live and what happened when you left the house?

CC: 462 Superior St., that is just one block off of W. 7th and Western Ave. I waited and waited for a street car, and all of a sudden here was a car from Ft. Snelling to St. Paul, and the cow catcher was loaded to the front headlight with snow. I said "What the heck is going on?" and I gave the trainman my employee ticket book to take out a fare for work. He said it's snowing, it's a blizzard and it's terrible in Minneapolis.

I got down to 7th & Wabasha. I said to the inspector on duty, "I got to get to the power plant." He said, "Go up to the corner of 8th & Wabasha and get the first car that is going west". And I did.

Then all of a sudden it started to snow when we got to the Fairgrounds. West on Como Avenue and all of a sudden we noticed the lights were blinking. I said "we're in real trouble now." St. Anthony Park, and here was a car off the track. It was going eastbound, and I was going westbound.

GI: As I understand it from the log, you reported that the power was off at four o'clock.

CC: Yah. We set there for a while because we did not know what was going on further up the hill. I said to the trainman, "Where is the pick-up (feeder wire) for your trolley? There must be a trolley wire down." He said, "It's in the town somewhere up the hill there". I said I'd go down and see. So I go in the grocery store and I'm calling the load dispatcher at the steam plant. They said that two blocks of trolley wire was down at Doswell and Como and this was reported to Callendar, the supervisor of St. Paul overhead.

I picked up the trolley wire and tied it to a tree. Hooked it up clear. I told the dispatcher to give me five minutes and I'd go west. We were all right, we had the trolley up, but the eastbound car was in trouble. I called the dispatcher and I told him what I wanted to do and all of sudden the lights come on and I knew that Snelling had closed the feeder and it was holding. I proceeded back to my car and headed west and told motorman to take it real easy. And he said "I don't know if we can get by because the car eastbound was off the track and the front end was on the sidewalk". We just got by, scraping the top molding on the roof just a little bit. It didn't hurt it and so we proceeded.

It was getting dark because it was such a terrible storm. It was snowing everywhere. We got going down to the city limits at Eustis and Como, and there was a car backed in there and we said "Let us go through first because the Intercampus car coming on at Eustis heading west to the campus was following us."

There was a work car underneath the viaduct at 8th Street SE. I got out and went to the car and asked what is your problem? "Our trolley is stuck. (underneath the railroad bridge deck)". I said, give me the trolley hang up (retriever) rope and I'll pull it down and put it on the trolley wire and I did, so he could go, and we got by him. I got to work about 7:30 or quarter to 8.

GI: In other words you were supposed to be there at 3 o'clock and it was 8 o'clock?

CC: It was 8 o'clock at the power house, at the load dispatcher's office. That's where I was an auxiliary operator.

GI: I see here by the logbook that trolley wire was breaking and falling down here, almost by the minute. So the trolley wires snapped because it got cold so fast the system could not adjust?



**Charles Camitsch phasing in a generator at the main steam station.
Emil Skok photo, MTM collection.**

Camitsch opened a copy of the Steam Plant's logbook. The following entries describe in detail what the Armistice Day blizzard did to the overhead wire and power grid.

November 11, 1940

11:40 AM Lake St. Station reported trolley break on track #6
1:40 PM Nicollet Station reported broken trolley wire in yard
2:25 PM 7th and Wabasha reported broken trolley wire at Griggs and Rondo
2:30 PM Snelling Shop reported trolley wire down at steel shop
3:00 PM Foreman at Lake St. Station reports broken trolley wire #23 track
4:00 PM Inspector at Lake and Hennepin reports broken trolley wire at Girard and Lake, cars are tied up
4:00 PM Chas. Camitsch reports two blocks of trolley wire down at Doswell and Como
4:15 PM Police Dept. reports broken pole at 1600 So. Concord St.

4:25 PM Inspector reports broken trolley wire at Randolph and Snelling
5:00 PM Trainman reports broken trolley wire at Maryland and Frank St.
5:07 PM Broken Trolley wire Earl and Hastings
5:15 PM Broken Trolley wire 18 - 2nd St. NE
5:00 PM Tree across tracks at 31st and E. 25th St.
6:30 PM Broken Trolley wire #12 track Duluth Sta.
6:40 PM Broken Trolley wire 36th & Lake
6:42 PM Broken Trolley wire Forest & Maryland
7:10 PM Broken Trolley wire Rice & University
7:25 PM Broken Trolley wire 7th & Flandrau
7:28 PM Broken Trolley wire 7th & Hennepin
8:55 PM Broken Trolley wire Maryland & Cypress



8:56 PM Cannot stay in on 29-3
(circuit breaker)

(GI: I have a notation here that says cannot stay in on 29-3 - that means you couldn't keep the breaker closed, it kept tripping.

CC: 29 would be Hope Street or Concord. So that shows what the extent was.)

9:25 PM Broken Trolley wire
Arkwright and Maryland

9:53 PM 15 and 29-5 opened, grounded car

10:15 PM Broken Trolley wire Earl and Maryland

10:25 PM Broken Trolley wire #13 track Duluth Sta.

10:40 PM Broken Trolley wire Hastings and Forest

10:30 PM Broken Trolley wire Grand and Chatsworth

11:50 PM Broken Trolley wire Dale and Thomas

11:50 PM Feeder hanging low at 5 St and 3rd Ave. No.

November 12, 1940

12:15 AM Broken Trolley wire at Griggs and Rondo

1:10 PM Broken Trolley wire Stryker and Dodd Road

GI: When did you get home?

CC: I was going to be relieved at 11 o'clock by the other auxiliary operator. He came on the street car on University Avenue to downtown Minneapolis and he came walking across the old 6th Ave. SE wagon bridge across the river. When we saw him coming across the bridge, the load dispatcher said to me, "Get dressed and get out of here and get that same street car that just went to downtown Minneapolis because it'll be coming around and heading east to St. Paul". And it did. We met on the middle of the bridge.

GI: That bridge is gone now?

CC: Oh, yah, that was taken out during the war.

GI: What time did you get home?

CC: I got to downtown St. Paul for the midnight owl service, out West 7th St.

GI: I'll be darned. What time did you finally get to your house?

CC: It was well after 12:30.

GI: In other words the street cars were still running?

CC: Oh some were yes, not very many.

**Entry from the TCRT Schedule
Department Record Book**

**Armistice Day Blizzard November
11, 1940**

"Lines began tying up in mid-afternoon. All cars that were able, pulled in to nearest station about 8 PM.

Along with most of the streetcar system, the Glenwood Avenue line is going nowhere, thanks to the Armistice Day blizzard. Minneapolis Star-Journal photo, Minnesota Historical Society collection.

Only line opened next morning was Bloomington Ave. from Lake St. to Loop. A few other lines began partial operation late afternoon Nov. 12th. Several bus lines maintained partial operation though-out storm. Complete service restored Thursday morning, Nov. 14."

Excerpts from "All Hell Broke Loose" By William H. Hull, a collection of oral histories of the Armistice Day Blizzard

"Toward evening we began to hear reports that streetcars were stalled on 4th Avenue...It was pretty bad. So bad that our cafeteria people took coffee and sandwiches to people out there in the street cars."

"When I reached Cedar (Avenue) there was a drift so high it seemed to be only four or five feet from the trolley wire."

"They let us out of work that day...at 11th and Currie. I walked in that storm four short blocks to Hennepin Avenue and took a street car at 5th Street. The car went very slowly the last five miles or so and finally stopped at 38th Street and 23rd Avenue. We were in front of the Nile Theater. The motorman told us

we could either stay in the street car or, if we lived nearby, might want to try to make it home."

"It was early afternoon when we received a notice that we (Dayton's) would close at 3PM. We were stuck in downtown until 6 PM when a cry sounded that a streetcar had been sighted on Marquette. We crossed to Marquette and there were two cars fastened together and headed south. Neither was very crowded and everyone was able to get aboard. I got a seat back near the fare box where there was this little stove in which coal was burned. So it was warm. The two cars went along Marquette, backing up and then shoving slowly ahead. The morning's wet snow had frozen in the tracks and they had to break through that plus the heavy snow atop the frozen mess. The cars roared and shuddered as they moved along. We got to Grant Street and slowly navigated the curves but about one block beyond that point the motor of the first street car burned out and we were stranded. ...It was now nearly 9 PM. ...About an hour later a bus pulled up to the door of our car. Buses were just starting to be used and they were able to get through, not being tied to the track. We piled onto the bus and it made pretty good time out Nicollet and I was at 38th Street by 10 PM. ...In half an hour the 38th Street bus came and it was close to 11 PM when I got off at my

street. Got off! It was more like jumping off into four feet of broken snow."

"I got on a 54th & Bryant car but it was barely moving. Then stopped. I sat on it for two hours and it got as far as 10th Street. I was almost frozen stiff because there was no heat on the car. I got off at 10th and went into a bar to use their restroom; got back on the car and it hadn't moved an inch. We sat in the cold street car, dressed for forty above temperature and sat there until about midnight. We had gotten as far as the Basilica when a city bus took us off and continued on the route. I was the last one off at 50th and Bryant."

"I made it home on one of those fine old street cars, but took four hours to make the trip to 33rd and East Calhoun Blvd. I remember the spectacular showers of sparks when the trolley jumped off the wire. This was caused by the accumulation of ice on the trolley. This occurred so frequently it drastically increased our travel time."

"We went along smoothly until we were near the court house and as we turned onto 4th Avenue the car went off the tracks. The poor motorman worked so hard on the trolley and couldn't move it back. We were stalled there for what seemed to be hours."

"We were excused from work at 3 PM. I was home by 6 PM. I was lucky to have the Chicago and Selby-Lake streetcars for my ride home. The cars were packed but everyone was in a

good humor. The passengers would get out and push cars off the car line and them get back on. Like so many others, I had gone to work with a short jacket over a cotton dress and had sandals on my feet."

"The big, old, yellow streetcars on Hennepin were slipping backwards down Lowry Hill-it was terrifying to watch them."

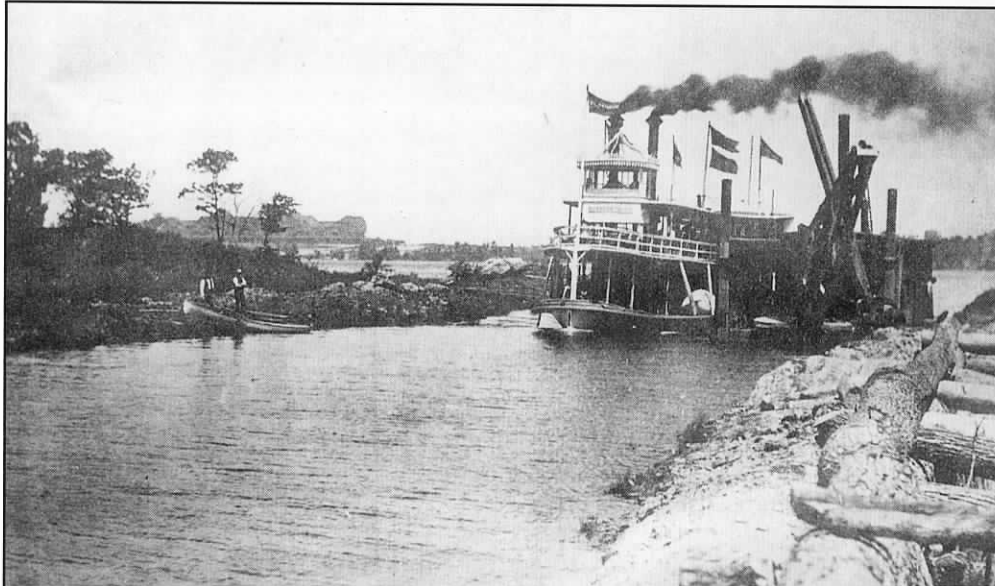
And elsewhere...

"We were living in the small town of Watkins, population 350...About 11:30 that Monday morning the wind changed to the north and it began to snow. By noon electricity was off, telephones were out, and one couldn't see across the street. We lived a short block from the Soo Line depot....About 2 PM we heard the most awful crash. The house shook and we couldn't imagine what it was until the train whistles started blowing. A passenger train was heading for Minneapolis. They had called the dispatcher to say they wanted to stop because they couldn't even see the towns. They were told to come on in as there were no other trains out. But there was a freight train going out. They hit head-on, right in front of the depot. Both engineers were killed. I can still hear those train whistles, blowing in the storm until all the steam was exhausted."





Lake Minnetonka's shallow channels resisted the movement of boats, especially large steamboats, between its many bays. The best known tight spot is the appropriately named Narrows, which divide the upper and lower lake. There are actually two Narrows. The present one, traversed by the White Bear (below) in this postcard view is well known. The original Narrows (above) was located several hundred feet to the southeast. The Belle of Minnetonka is headed for it. Both Minnesota Historical Society collection.



STEAMER CONNECTED MOUND CITY WITH REST OF LAKE AREA
Approach to Mound was through channel dug in Lost Lake

Less well known was the channel dredged through the Lost Lake marsh to reach Mound. The Hattie May is squeezing past the dredge.
Western Hennepin Pioneers Museum collection.



"THE NARROWS" NEW STEEL BRIDGE AND EXPRESS BOAT.
LAKE MINNETONKA, MINN.



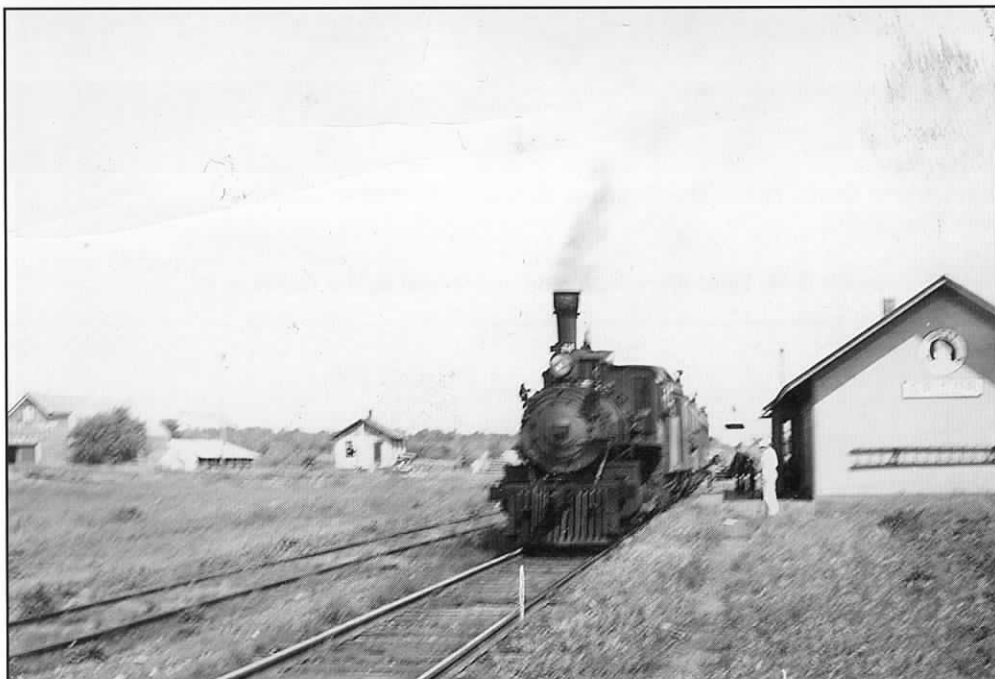
Fairbanks Morse diesel #172 rides the armstrong turntable at Currie. End-O-Line Railroad Museum collection.

In 1974, a pair of geeps travel Fairfax on the former Minneapolis & St. Louis Watertown line, purchased by the C&NW in 19__.

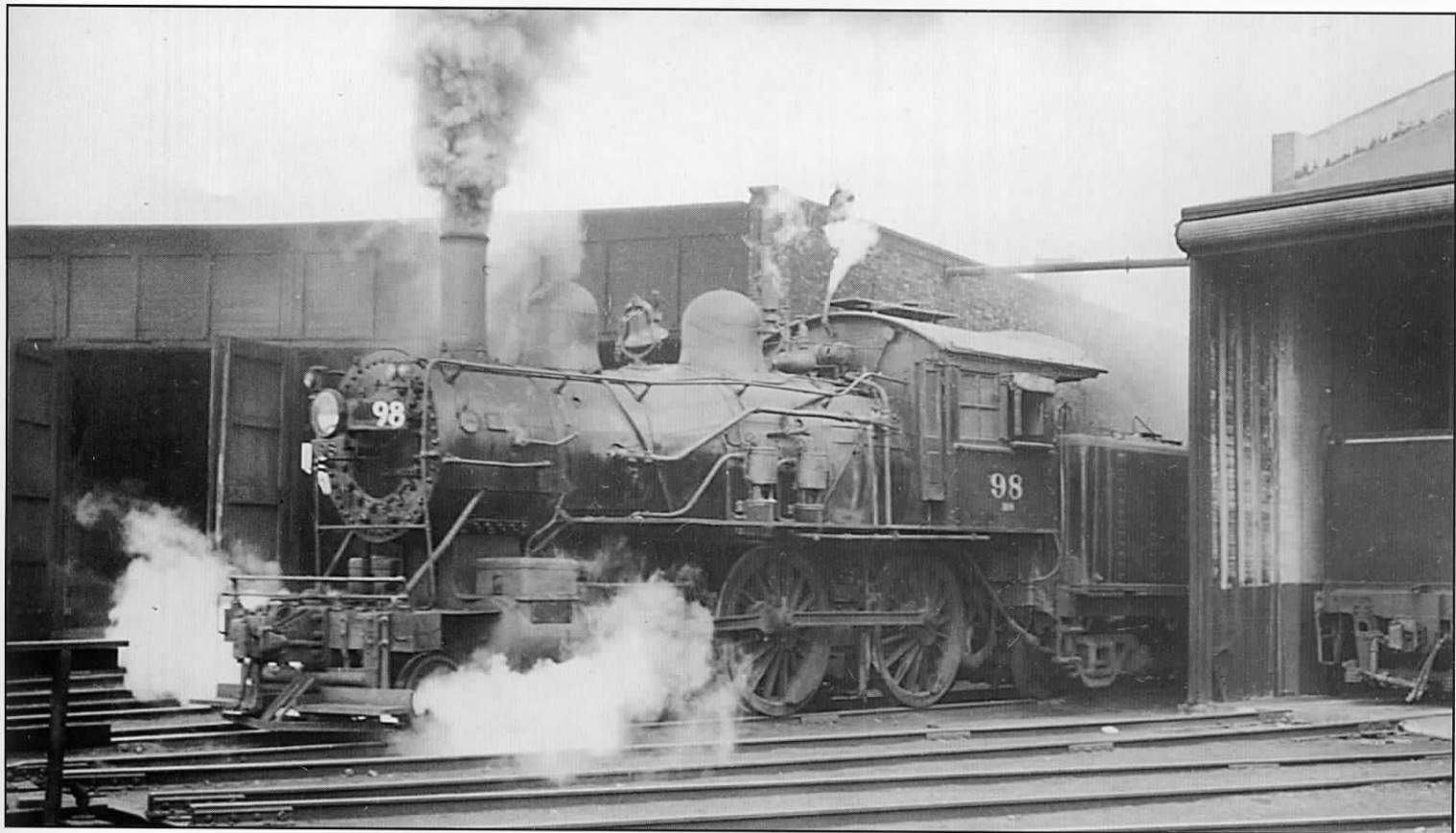
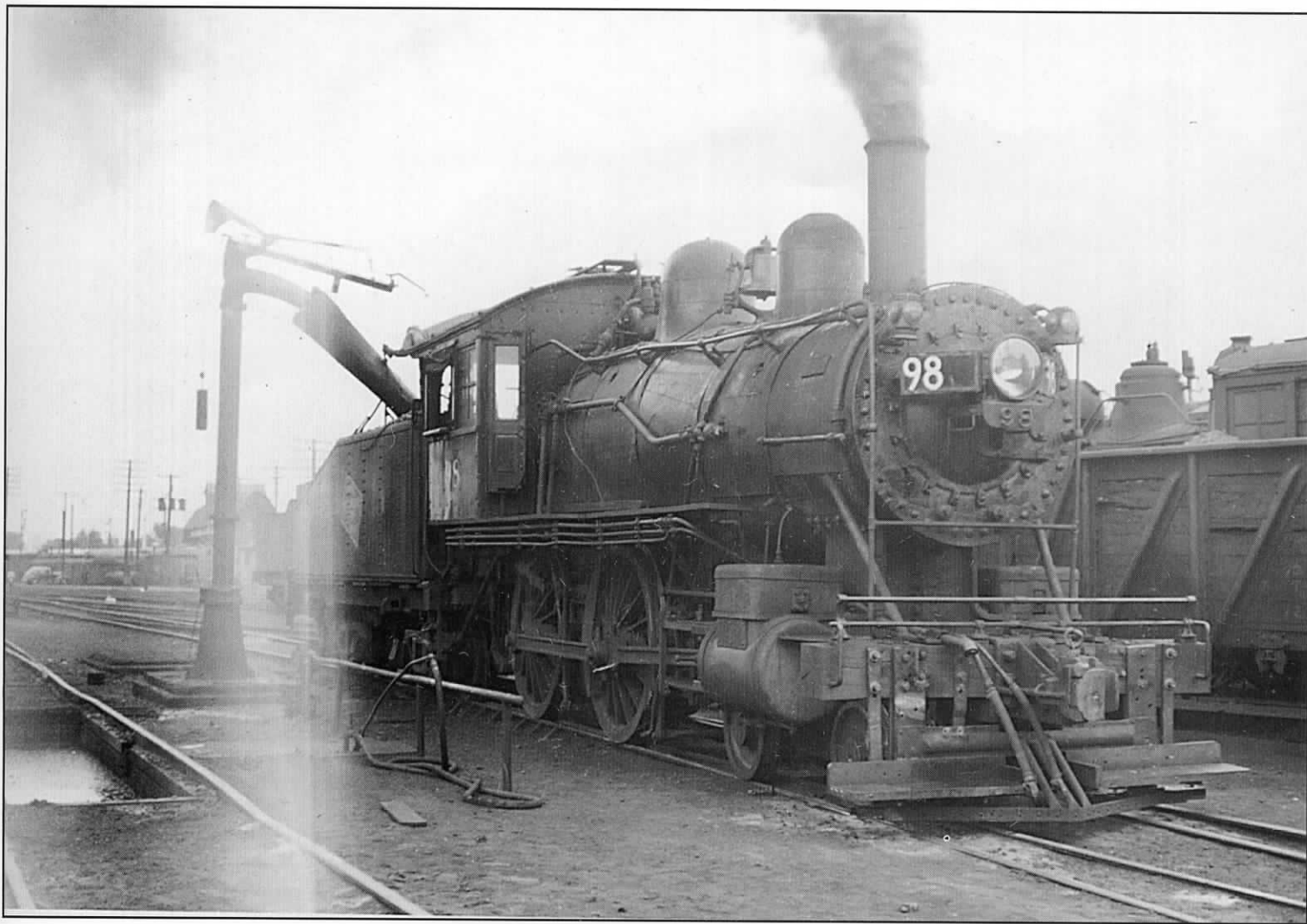




The American Standard 4-4-0 was already archaic power by 1900 and seldom seen after 1930. Yet a few survived thanks to light axle loadings and short trains. These photos were enlarged from tiny (and somewhat flawed) snapshots taken in the 1940s record such a pair. Great Northern #216 is heading the two-car all-wood Willmar-Sandstone local at Spicer. MTM collection.



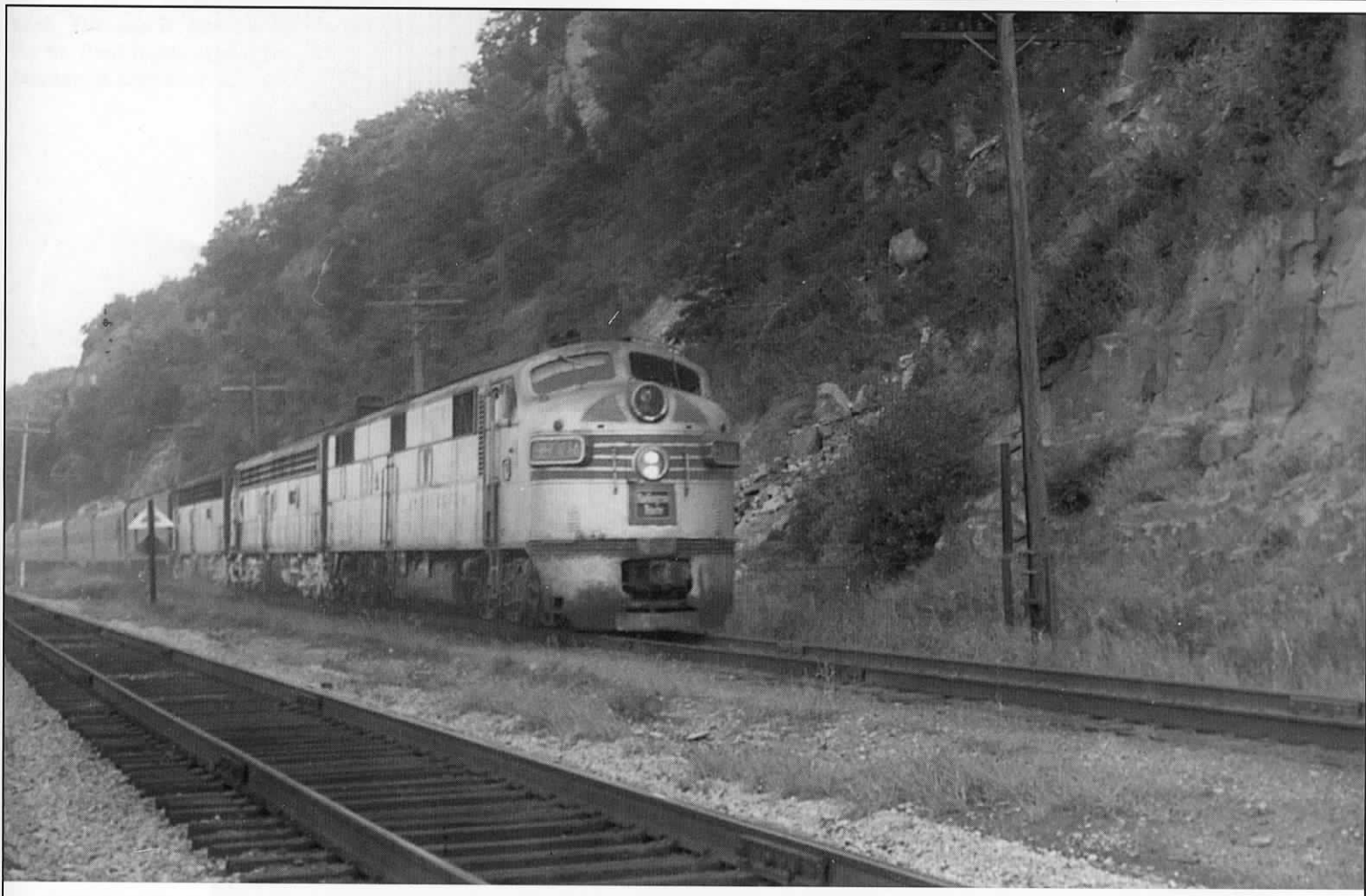
Milwaukee Road #98 found a home as the South Minneapolis roundhouse switcher, for which duty it acquired a slope backed tender. It powered a Minnesota Railfans excursion in 1949 before being scrapped. MTM collection.





Bill Marshall took this series at St. Croix Tower in the mid-1960s. Although the tower is gone, St. Croix remains where the former Burlington) and Milwaukee Road, after sharing track from St. Paul, go their separate ways. Top- A westbound Milwaukee freight. Because we don't know the time of day, it's hard to identify the passenger trains. MTM collection.





AROUND THE TWIN CITIES WITH JOE ELLIOTT

Minnegazette readers have enjoyed the photography of Joe Elliott since the 1970s. A friend of the editor since college, Joe's moody photos of the newly reopened Como-Harriet Line appeared in those early six-page Minnegazettes. His work has been featured numerous times since. Now a professor of photography at Muelenberg College in Pennsylvania, Joe specializes in documenting disappearing American industries. Here is a collection of his black and white work from around 1970.

A Rock Island transfer for Inver Grove yard rolls along the St. Paul waterfront under the Wabasha Street bridge. Note the cars of Canadian newsprint parked on the St. Paul Pioneer Press spur at right.



On a misty day, a westbound Milwaukee Road freight has just crossed Chestnut Street and is tackling the Short Line hill. That's probably a Rock Island freight headed downhill.



Above: The North Western employed cow and calf power on its transfer runs around town. This one is grinding up the hill from the St. Paul Union Depot thru Westminster Junction to East St. Paul.



Speaking of Westminster, this Burlington Northern freight behind a U28C is headed up the old Great Northern freight line. The left pair of tracks was for freight. The next two over were for passengers. The right hand track went east on the C&NW. Note the tell tales, to warn brakemen riding the car tops to duck for the Lafayette Road bridge.



By 1970 the Morning Zephyr had shrunk to this, leaving St. Paul for Minneapolis.

Joe never minded adverse weather. On this misty day, a Milwaukee Road transfer from Pigs Eye to South Minneapolis crests the westbound grade at Merriam Park.





This C&NW transfer from Western Avenue to East Minneapolis is negotiating the junction just east of St. Paul Union Depot. At left is a BN switcher in GN Big Sky Blue.

A BN transfer with an ex-Northern Pacific wood caboose crosses from NP to GN track in northeast Minneapolis. Note that all the rail is still jointed.





Geeps and wood cabooses were the norm on the Soo Line transfers from St. Paul yard to Shoreham. This one passes west under Silver Lake Road, back when it was still double track.



The Afternoon Hiawatha ties up inside the train shed of the Milwaukee Depot.

The Boom Island switch run visits the remnant of the old Chicago Great Western (originally Wisconsin Central) yard on Boom Island. It's now a park and the bridge to Nicollet Island in the foreground carries a trail.

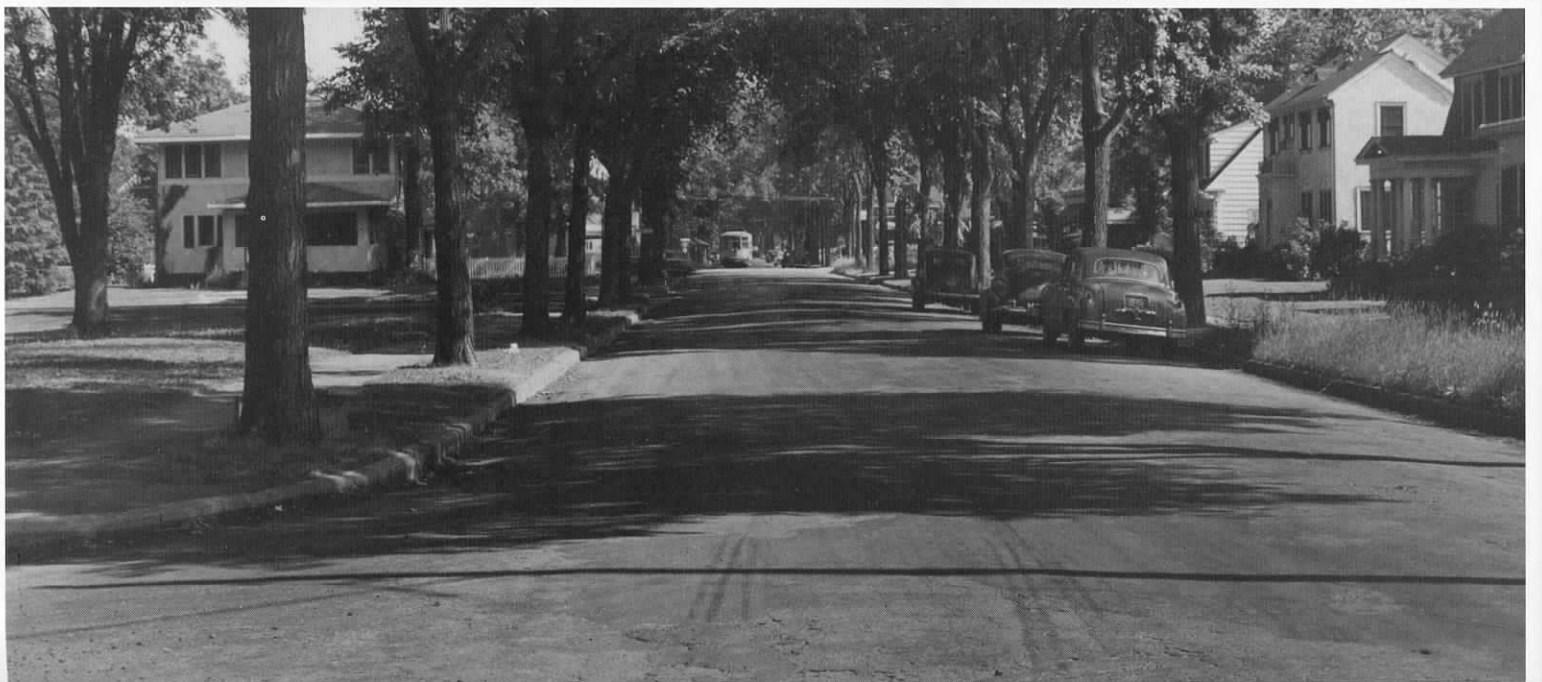


This is a typical Minneapolis, Northfield & Southern road freight behind a quartet of EMD switchers passing through Burnsville.



NEW TO THE MTM PHOTO ARCHIVE

Great historic streetcar photos continue to find their way into the MTM archive. In October Robert D. Morse of Mundelein, IL stopped by Lake Harriet and handed over a group of photos to Bill Arends, who was on duty. They were taken by commercial photographer Norton & Peel. We thought the Minnesota Historical Society had all the N & P photos, but apparently not. Here is a selection from that group.





Above: Seventh and Hennepin from two angles.

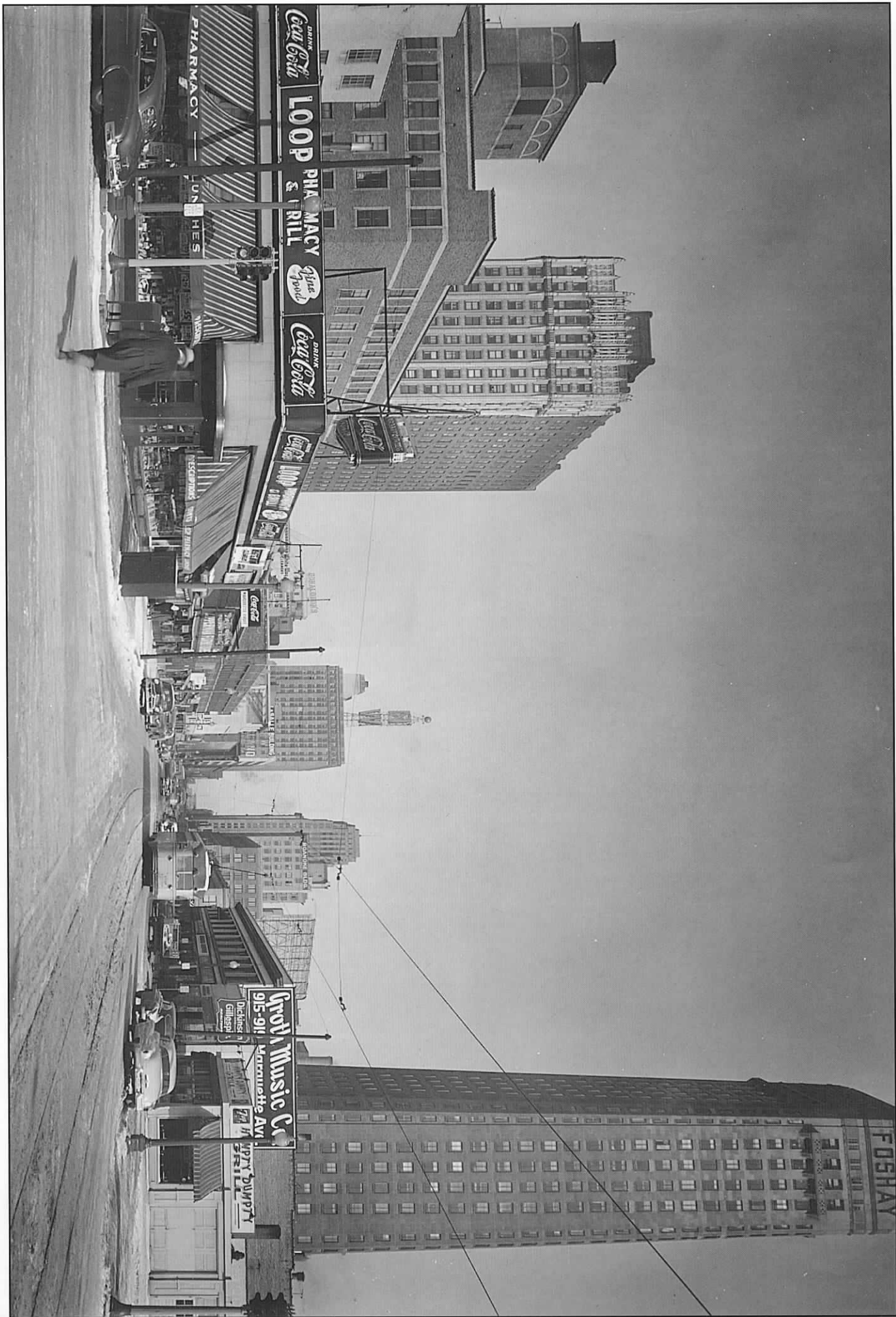
Left: A Plymouth-East 25th Street car is facing north on the Sheridan Avenue leg of the Plymouth and Sheridan wye.



You're looking south on Chicago Avenue at 41st Street on February 23, 1950.

Inside rear cover: The ferry St. Paul and excursion steamer Puritan are docked at Big Island about 1907.

Minnesota Historical Society collection.
 Rear cover: The Stone Arch bridge, bypassed by passenger trains, saw only freight during its last years. This caboose hop features a Northern Pacific wood caboose, nicely repainted Burlington Northern green.
 Below: This view, looking up Marquette Avenue from 10th Street, was taken just outside Norton & Peel's front door. The PCC is on the Nicollet line.









MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

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